by way of substantial lease charges. Therefore efforts are being made to keep Market Borrowings at a minimum level.

Apart from efforts to increase the level of Budgetary Support and reduce the Market Borrowings, concerted efforts are being made to supplement resources through funding from State Governments and public private partnerships.

Peddapally-Sanga Reddy Rail Line

1161. SHRINANDI YELLAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) the detailed circumstances and reasons under which rail line was laid from Telapur to Patancheru only, instead of extending it line up to Sanga Reddy, Medak, Siddipet and Peddapally;

(b) whether the rail line from Telapur to Patancheru is functioning; and

(c) if not, reasons therefor in laying this line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Telapur-Patancheru line was laid to meet the needs of the industries located at Patancheru as well as for the movement of workers engaged in the various industries in the area and to meet their goods transport requirements.

(b) No, Sir.

(c) The section was opened for passenger traffic *w.e.f.* 2.4.1993 but due to poor patronization, train services were totally suspended *w.e.f.* 30.9.1994.

Criteria of Halt Stations

1162. PROF. RAM DEO BHANDARY: Willi the Minister of RAILWAYS be pleased to state:

(a) what is the criteria for constructing a halt station between two railway stations;

(b) whether it is related with the population of surrounding villages and the distance between two stations; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) A halt station can be opened if the proposal is financially justified, feasible both from operating and engineering points of view and the site of the proposed halt, in non-suburban

†Orignal notice of the question was received in Hindi.